

LETTERS FROM THE PEOPLE.

NORTH CAROLINA TEACHERS.

(Cor. of the State Chronicle.)

To say that the great body of North Carolina teachers, as a whole, are not earnest, conscientious workers, would be like, on the other hand, to say that these teachers are able to meet what ought to be required at their hands, is an ardent nonsense.

Just a few facts serve to show how far the great teaching force falls short of proper preparation.

Professors Alderman and Melver could tell the doubting Thomases and the impetuous Peters a tale that is worth dozens of assertions to the contrary. These two gentlemen have met the teachers in a confidential manner, drawing out their real qualifications.

Take any three contiguous counties in the State, make a visit of inspection to the county superintendent's office. You will be surprised to see what a large percentage of the teachers hold no first grade certificates, but second and even third grade certificates. This, too, in face of the fact that a large number of these superintendents are righteously clamoring for a higher standard in examinations.

I know only too well that throughout the State there are numbers of men and women trying to teach school without making a newspaper or owning ten dollars' worth of books, save their few textbooks. And it might be said that these few textbooks have narrowed down the teacher until he believes nothing but fails to find record in them.

Every man in the State either knows that this state of affairs exists or can easily find it out. But I ask, how can you expect a teacher to be properly equipped when you pay him only \$25 per month? Many boys at twenty go into the railroad train and make more money selling newspapers, Buffalo Bill novels, and oranges. A boy at twenty with no English grammar, but little arithmetic, and barely enough knowledge of book-keeping in his head to enable him to determine in what column to set a row of figures, receives \$40 per month, while his class-mate after three years more work in preparation is asked to teach school—to develop a growing citizenship—for \$30 a month.

The country may grow itself into chronic cynicism, but until good pay is offered, only equipped teachers employed, and then good work demanded, the State must, in many cases, put up with half-dressed teachers and shoddy work.

THE EFFECT OF "BOOMS" IN REAL ESTATE.

(Special Cor. of the State Chronicle.)

A rise in the selling price of land is a sign of prosperity in the community; but it is at the same time an obstruction to prosperity. It hinders building and improvements of every kind; and it makes more difficult the purchase of homes by the landless class, who always constitute a large majority of the population. In proportion as land rises in price, the buyer must pay out more of his savings for the ground on which to build his house, and he will have less money with which to build and furnish his house. These truths are as self-evident as that two and two make four.

What, then, is the utility of the "boom"? Whom does it benefit? The answer is clear. It benefits the speculator in land, or the man who holds land in town or country, not to use it, in any way, but in order that it may increase in value, not by what he does to make it more valuable, but by the increasing wants of an increasing population. In a word, in order that he may grow rich by what others do to make his land more valuable.

Is there a remedy for the evil? Or must every hope of prosperity to a community only serve to widen the distance between the rich and the poor, by making the rich richer, and the poor poorer? Shall the increase of wealth in North Carolina result, as it has done in Old England, and New England, and in all the rich Northern communities, in making millionaires and a homeless, homeless multitude? There are individuals in New York, whose wealth is greater than the assessed value of real and personal property in the State of North Carolina. This is true of William H. Vanderbilt, of William W. Astor, of Jay Gould, and of Rockefeller, while, on the other hand, New York City contains more than a million of poor wretches who are crowded together in thirty-two thousand houses—in many cases two or three families in a single room! Those great fortunes have been made—not by merchandise, not by manufacturing, but by buying up and holding land, and waiting for other people, in want of homes, to make it valuable.

There is a remedy. Break up speculation in land. Curb, or the loan of money at an exorbitant rate of interest is prohibited by law, and punished by the forfeiting of principal and interest. Then why may not the ten-fold greater evil of land speculation be broken up?

But to effect this result, it is not necessary to prohibit the speculation in land. Men may be allowed to buy and hold as much land as they choose; but they should not be encouraged to make such investments by exempting their unused land from taxes, or by the imposition of nominal taxes on an undervaluation of land. On the contrary, they should be required to pay the same amount of tax upon a vacant town lot as upon the lot by the side of it on which stands a fine dwelling, store, or workshop; and at the same time, the assessment should be to the full value.

The carpet-bag constitution of North Carolina limits the amount of the tax which the Legislature may impose upon three hundred dollars' worth of land, to the limit of the poll-tax, which is \$2. In the first place the poll-tax is a primitive method of raising revenue; and in our advanced civilization it becomes grossly unjust. It falls upon rich and poor alike—upon the class which does all the work that is done upon the public roads, without compensation; and which constitutes the rank and file of our armies in time of war, equally with those who escape these hard services by getting into office, civil or military, by hiring substitutes or by creeping into a bomb proof.

All wealth is the creation of labor, is labor saved, and rarely saved by those who create it. Poor men cultivate the field, build the houses, perform every

mechanical operation, build and operate the railroads, drive the wagons, and their wives and daughters perform all domestic services, either for themselves or others.

There is a popular error—or rather an error of the "upper class"—to the effect that labor is dependent upon capital for employment. But the reverse is true. Labor creates capital—pressed capital in order of time. Capital is labor saved.

In view of these incontrovertible truths, it should be the first duty of the law makers to retrace their steps by the removal of unjust burdens from the shoulders of laborers.

The land should bear the taxes, and labor, and the products of labor, should be exempt from taxes. The roads, instead of being made and mended by the laborers, without compensation, should be made and mended by the laborers with compensation. The land should pay for making the roads, for the simple reason that only the land owners are particularly interested in having good roads.

Good roads greatly add to the value of land. Good roads cheapen the transportation of the products of the soil to market; and good roads cheapen the transportation of fertilizers and everything that is consumed by the owners of the soil, in town or country.

It may be said that renters reap the benefits of good roads. Yes. But they are made to pay for those benefits in higher rents, in town or country. Tenants of every grade, from who rents a fine residence, a fine store or workshop, to the common laborer, who requires a cabin to shelter himself and family, are made to pay for every advantage the good roads confer. Good roads add to the cost of living, as well as to the comforts of living; and although a man or woman is only a boarder at a hotel or a boarding-house, he or she must pay for the privilege of having improved roads to walk or drive upon. And the additional pay goes not to the poor laborers who make the good roads, but to the people who own the lands through which the roads pass. Good roads give prosperity to towns, and create booms, and then the poor, who make the roads, without compensation, are made to pay higher rent for their humble homes.

DANIEL R. GOODLOE.

THEY ARE HERE.

THE PRETTIEST LINE OF

CARRIAGES

Ever offered in this market.

BEAUTIFUL DESIGNS

Trimmed in Silk Goods, Sash, Bows, Cretomance and Pash. Paraisol in colors with fine edges.

—WE OFFER CARRIAGES—

At \$ 7.82, worth	\$10.00
" 8.50 "	" 11.50
" 9.62 "	" 12.00
" 10.10 "	" 12.50
" 10.20 "	" 13.00
" 12.12 "	" 16.00
" 15.10 "	" 18.00
" 15.87 "	" 19.00
" 16.12 "	" 20.00
" 18.22 "	" 22.00
" 18.72 "	" 23.00
" 19.62 "	" 24.00
" 20.42 "	" 25.00
" 21.48 "	" 26.00

Call and get a Bargain.

THOMAS H. BRIGGS & SONS

School Work

—WILL BE—

OUR GREAT SPECIALTY

—FOR THE—

NEXT NINETY DAYS.

NEW PRESSES,

NEW TYPE,

FRESH PAPER,

AND SKILLED WORKMEN.

Estimates furnished on application. Largest and best equipment in our line in the State.

EDWARDS & BROUGHTON,

Printers, Binders and

Blank Book Manufacturers,

Raleigh, N. C.

SALE OF REAL ESTATE.

By authority of an order of the Superior Court of Wake County in special proceedings, entitled J. C. Marcom, Administrator, E. A. Johnson deceased, vs. Lucy A. Woodall and others, I will on Monday, the 19th day of May, 1890, at 12 o'clock, at the Court House door of Wake County, sell at the highest bidder for cash a certain parcel of land on South Boulevard Street, adjoining land of Mrs. Candace Bashford, DeWitt Smith and others. The said lot fronts 74 feet on Boulevard Street, and runs back East 107 feet, there has on it two cottages.

J. C. MARCOM, Commissioner.

A FIRST-CLASS PAINTER—Wanted immediately a first-class Painter and a first-class Wagonsmith. Address North Carolina Wagon Co., Raleigh, N. C.

April-10-10.

Please Take Notice!

THAT THE TIME FOR PLANTING MAGNOLIAS

is here. I have a lot from 6 inches to 5 feet, which I will sell from 10 to 50 cents, or \$3.00 to \$40.00 per hundred. Lots for sale at \$5.00 a piece, planted and guaranteed in Norfolk. Elsewhere I charge for expense extra, or \$8.00, dug up and no responsibility. I also have EVERGREENS too numerous to mention. Persons needing these plants should come early and make choice.

J. M. BONNOT,

Mch 26-1m James Street, Norfolk, Va.

IMPORTED SUITINGS

—FOR—

Spring and Summer Wear.

After five years' experience in North Carolina and catering to the wants of my patrons and the public generally I find that the Imported Woollens take the best and give better satisfaction than our domestic goods.

I have bought direct this season my entire stock of

WOOLLENS,

consisting of first-class Diagonals, Corkscrews, English and French Silk, Tibet Granite Cloth, Blonny and Irish Tweeds, Vienna and Australian Woollens, in rough and smooth face goods.

Prices have been put lower than ever before for same quality of goods.

G. N. WALTERS,

234 Fayetteville St., RALEIGH, N. C. mch19-1st June.



HANGINGS

Create a great sensation

—BUT THAT IS NOT—

as profitable to you as the

sensation our

LOW PRICES IS CREATING.

Our \$1.49 English Derby Hats, small shapes, are the greatest success of the season. Another case to arrive in a few days.

NEW GOODS. LOW PRICES.

Whiting Bros.
CLOTHIERS & HAT TERS
Raleigh, N. C.

J. R. FERRALL & CO.,

FRESH AND RELIABLE

GROCERIES,

223 Fayetteville Street.

Evaporated California Apples.

Peaches, Prunes, Raspberries, &c., &c.

N. C. Dried Apples and Peaches.

New York Medium Beans.

California Dried Lima Beans.

Imported Parmesan Cheese, grated for

Macaroni.

Edam and Pine-Apple Cheese.

Tartlet Cheese.

Hazard's Strawberry Tomato Ketchup,

best in the world.

Smoked Salmon.

Yarnmouth Bloaters.

Boneless Cream Codfish and Fine

Mackerel.

New Catch N. C. Roe and Cat

Herrings.

REMINGTON STANDARD TYPEWRITERS.

With All the Latest Improvements!

THE HIGHEST ACHIEVEMENT OF INVENTIVE

AND MECHANICAL SKILL!

FOR FIFTEEN YEARS THE STANDARD!

WILLIAM EASDALE, DEALER,

Raleigh, N. C.

JNO. B. CULPEPPER,

RICHMOND, VA.

J. P. GUTHRIE,

Real Estate Agent,

Siler City, Chatham Co., N. C.

Correspondence solicited from all sections

of the country. Valuable farm and town lands

bought and sold. Persons desiring to locate

in this section or purchase lands will do well

to communicate with me. mch17-d&w-1m

Fertilizer Tax Refunded to the Farmers.

As the fertilizer tax is really, in the end,

paid by the farmers who purchase and use it,

we propose, in case we shall succeed in con-

testing the validity of the fertilizer tax, to

refund to them twenty-five cents for each ton

of our brand of "Peruvian Mixture" purchased

and used by them during this season. We

regard this as an act of simple justice.

AMERICAN FERTILIZER CO.

Norfolk, Va.

Richmond & Danville R. R. Co.

CONDENSED SCHEDULE.

In Effect Feb. 16th, 1890.

SOUTHBOUND.

	No. 50.	No. 52.
Lv. Richmond	3:00 p.m.	3:30 a.m.
" Burkeville	5:00 p.m.	4:45 a.m.
" Keyville	5:41 p.m.	5:08 a.m.
" Danville	8:40 p.m.	8:05 a.m.
Ar. Greensboro	10:57 p.m.	9:42 a.m.
Lv. Greensboro	2:20 p.m.	4:50 p.m.
Ar. Raleigh	4:40 p.m.	9:00 p.m.
Lv. Raleigh	4:45 p.m.	1:00 a.m.
" Durham	5:48 p.m.	2:55 a.m.
Ar. Greensboro	8:20 p.m.	7:30 a.m.
Lv. Winston Salem	4:30 p.m.	6:15 a.m.
" Greensboro	10:37 p.m.	9:50 a.m.
Ar. Salisbury	12:25 a.m.	11:18 a.m.
" Statesville	1:49 a.m.	12:00 p.m.
" Asheville	7:22 a.m.	4:27 p.m.
" Hot Springs	9:33 a.m.	6:15 p.m.

Lv. Salisbury	12:32 p.m.	11:23 a.m.
Ar. Charlotte	3:05 a.m.	12:40 p.m.
" Spartanburg	4:51 a.m.	3:38 p.m.
" Greenville	5:55 a.m.	4:46 p.m.
" Atlanta	11:00 a.m.	9:40 p.m.
Lv. Charlotte	3:30 p.m.	1:00 p.m.
Ar. Columbia	6:30 a.m.	5:10 p.m.
" Augusta	10:30 a.m.	9:00 p.m.

NORTHBOUND.

	No. 51.	No. 53.
Lv. Augusta	6:10 p.m.	8:50 a.m.
" Columbia	10:35 p.m.	12:50 p.m.
Ar. Charlotte	3:13 a.m.	5:15 p.m.
Lv. Atlanta	6:00 p.m.	7:10 a.m.
Ar. Greenville	12:35 a.m.	1:48 p.m.
" Spartanburg	1:34 a.m.	2:52 p.m.
" Charlotte	4:25 a.m.	5:30 p.m.
" Salisbury	6:02 a.m.	7:05 p.m.
Lv. Hot Springs	11:10 p.m.	12:25 p.m.
" Asheville	12:40 a.m.	3:07 p.m.
" Statesville	1:40 a.m.	6:06 p.m.
Ar. Salisbury	5:53 a.m.	6:50 p.m.
Lv. Salisbury	9:07 a.m.	7:12 p.m.
Ar. Greensboro	7:45 a.m.	8:40 p.m.
Ar. Winston-Salem	11:40 a.m.	12:30 a.m.
Lv. Greensboro	9:45 a.m.	11:00 p.m.
Ar. Durham	12:01 p.m.	5:00 a.m.
" Raleigh	1:05 p.m.	7:45 a.m.

Lv. Raleigh	1:05 p.m.	9:00 a.m.
Ar. Greensboro	3:00 p.m.	12:30 p.m.
Lv. Greensboro	7:50 a.m.	8:50 p.m.
Ar. Danville	9:32 a.m.	10:20 p.m.
" Keyville	12:45 p.m.	1:50 a.m.
" Burkeville	1:15 p.m.	2:45 a.m.
" Richmond	5:45 p.m.	5:15 a.m.

BETWEEN

West Point, Richmond and Raleigh.

Via Keyville, Oxford and Durham.

51 & 103	STATIONS.	55 & 103
8:00 a.m.	Lv. West Point, Ar.	6:10 p.m.
9:40 a.m.	Ar. Richmond, Ar.	5:45 p.m.
11:00 a.m.	Lv. Richmond, Ar.	4:40 p.m.
1:00 p.m.	" Burkeville, " "	2:45 p.m.
2:05 p.m.	" Keyville, " "	2:00 p.m.
2:25 p.m.	Fort Mitchell, " "	1:50 p.m.
2:32 p.m.	Hot Springs, " "	1:42 p.m.
2:43 p.m.	" Chaseville, " "	1:30 p.m.
3:05 p.m.	" Five Forks, " "	12:40 p.m.
3:21 p.m.	" Clarksville, " "	11:55 a.m.
3:35 p.m.	" Spartanburg, " "	11:40 a.m.
3:40 p.m.	" Charlotte, " "	11:22 a.m.
3:58 p.m.	" Hot Springs, " "	11:15 a.m.
4:22 p.m.	Ar. Oxford, Ar.	10:46 a.m.
4:00 p.m.	Lv. Oxford, Ar.	10:00 a.m.
5:15 p.m.	Ar. Danville, Ar.	9:25 a.m.
5:45 p.m.	" Henderson, " "	8:55 a.m.

Additional train leaves Oxford daily

except Sunday 11:00 a. m., arrive Henderson

2:10 p. m., returning leave Henderson

Oxford 4:15 p. m.

No. 50 leaving Greensboro 2:30 p. m. and

Raleigh 4:45 p. m. daily makes connection

at Durham with No. 19, leaving at 6:00 p.

m. daily, except Sunday for Oxford, Hen-

derson, and all points on O. & H. O. & C.,

and R. & M. Roads.

Passenger coaches run through between

West Point and Raleigh, via Keyville,

on Nos. 51 and 102, and 55 and 103.

Nos. 51 and 53 connect at Richmond

from and to West Point and Baltimore

daily except Sunday.

Nos. 50 and 51 connect at Greensboro

with trains to and from Morehead City

and Wilmington, and at Selma to and

from Fayetteville.

No. 52 connects at Greensboro for Fay-

etteville.

No. 53 connects at Selma for Wilson,

N. C.

Nos. 50 and 51 make close connection at

University Station with trains to and

from Raleigh, daily except Sundays.

SLEEPING-CAR SERVICE.

On Trains 50 and 51, Pullman Buffet

Sleepers between Atlanta and New York,

Danville and Augusta, and Greensboro,

via Asheville to Morrisville, Tenn.

On 52 and 53, Pullman Buffet Sleepers

between Washington and New Orleans

via Montgomery, and between Washing-

ton and Birmingham, Richmond and

Greensboro, Raleigh and Greensboro, and

between Washington and Augusta, and

Pullman Buffet Sleepers between Wash-

ington and Asheville and Hot Springs.

Through Tickets on sale at principal

Stations to all points.

For rates, local and through time-

tables apply to any agent of the company,

or to

SOL HAAS, JAS. L. TAYLOR,

Traffic Manager, Gen. Pass. Agent,

W. B. TURN, Div. Pass. Agent,

RALEIGH, N. C.

SPRING AND SUMMER

MILLINERY